

PRELIMINARY REPORT

E: South Braeswood

APPLICANT: Vernon G. Henry & Associates

PRECINCT: Harris County Pct. 1

JURISDICTION: City of Houston

DISTRICT: K

PROPOSAL:

Vernon G. Henry & Associates – on behalf of Yellowstone Development – is requesting the reclassification of South Braeswood Boulevard, between Stella Link Road and the Southern Pacific Railroad, from a Thoroughfare with four lanes and 120' of right-of-way to a Thoroughfare with four lanes and 80' of right-of-way.

APPLICANT'S JUSTIFICATION and HISTORY:

The current T-4-120 designation of South Braeswood Boulevard does not correspond with the traffic volume and overall needs of the developments abutting the right of way and, therefore, should be reduced to T-4-80. This section of South Braeswood Boulevard is about a half mile long between the Southern Pacific Railroad and Stella Link Road. Near the railroad crossing on the western edge of this section, the right of way width is approximately 200' due to the wide median and alignment of eastbound/westbound paving sections. Further east, the ROW gets narrower and is about 75' in width near the intersection of Stella Link Road.

At its widest on the western segment of this section, the median is approximately 140' wide and then tapers down gradually until there is no median near the Stella Link intersection. As long as the 120' width requirement remains a part of the MTP, adjacent owners where the existing width is less than 120' will be required to dedicate half the deficiency on their side; this will diminish the usable property and lessen the tax rolls and the additional right-of-way will not be used. There is limited area for development and it is poor public policy to require land that will not be used. On the north side, in particular, the adjacent land is limited by the proximity of Braes Bayou. The right of way between the Southern Pacific Railroad and Linkwood Drive is well over the current required width and will remain as City right-of-way, but reducing the requirement will preclude any new development near the Stella Link intersection from dedicating right of way that serves no purpose. The paving section of South Braeswood already tapers down near the Stella Link intersection to match the paving section east of Stella Link.

East of Stella Link Road, South Braeswood Boulevard is classified as T-4-80, which seems to be more appropriate for the traffic volume. It is understood that the width classifications were provided by the Texas A&M Texas Transportation Institute when the hierarchy tables were originally prepared in 1995. The widths in this study were not individually verified or checked by city staff. This is a chronological list of traffic volumes for this section of South Braeswood Boulevard:

- 1963: 6,100 (West of Buffalo Speedway)
- 1971: 7,091 (West of Buffalo Speedway)
- 1975: 9,887 (West of Buffalo Speedway)

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- 1981: 12,320 (West of Buffalo Speedway)
- 1985: 13,689 (West of Buffalo Speedway)
- 1990: 14,139 (East of SPRR)
- 1993: 16,674 (East of SPRR)
- 1999: 10,876 (between Stella Link and SPRR)
- 2007: 8,835 (between Stella Link and SPRR)
- 2015: 8,037 (between Stella Link and SPRR)

(Source: City of Houston Public Works and Engineering)

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